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Maintenance

**AIRCRAFT AND EQUIPMENT
IMPOUNDMENT PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction tailors procedures for the impoundment of aircraft/equipment involved in incidents requiring special handling and guidance to be taken for aircraft aborts. It applies to all personnel in the 301 Logistics Group (LG) and 457 Flying Squadron Maintenance (FSM). It implements the procedures in AFRPD 21-1, *Managing Aerospace Equipment Maintenance*, AFRPD 91-2, *Safety Programs*, AFI 21-101, *Maintenance Management of Aircraft*, AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*, and AFI 91-204, *Safety Investigations and Reports*.

1. General. The Logistics Group/Operations Group Commanders and Maintenance Supervisors will ensure compliance with these procedures. The Impoundment Team Chief will be a senior NCO (noncommissioned officer) or officer.

2. Aircraft Procedures. The OG/CC, LG/CC, or Senior Enlisted Maintenance NCO will designate the Impoundment Team Chief and normally be the only personnel authorized to impound an aircraft. During the absence of these personnel, the Senior FSM NCO or Senior Quality Assurance Inspector will perform these duties. The individual who determines the need for impoundment will notify appropriate personnel.

2.1. The Expediter will notify maintenance operation center (MOC) and quality assurance (LGQ) of all incidents involving aircraft that may require impoundment. Specific procedures will be listed under the appropriate cause for impoundment and abort.

2.2. Impoundment of aircraft may be required when any of the below listed incidents occur:

2.2.1. Engine flame-out/shut down/power loss.

2.2.2. Flight control malfunctions (uncommanded inputs or abrupt movements).

2.2.3. Inadvertent release or explosive mishaps involving munitions. All inadvertent releases of aircraft munitions and explosive accidents involving munitions will be cause for aircraft impound-

ment and investigation by the munitions investigating team. (For inadvertent release or explosive mishaps involving munitions, see LG OI 21-38)

2.2.4. Any nose wheel steering hard-over or uncommanded inputs.

2.2.5. Any other in-flight emergencies/incidents, when directed by OG/CC, LG/CC or designated representatives.

2.2.6. Lost Tool. If the item is not found during the preliminary search.

NOTE:

For major problems, such as; uncommanded flight maneuvers, the impoundment official should convene a meeting of appropriate personnel (team members, AFETS personnel, QA personnel, Maintenance Squadron personnel to track LRU's, and others as deemed necessary) and formulate a maintenance plan of action before any maintenance is performed.

2.3. If determined to impound, the oil sample will be taken and necessary safety pins will be installed to render the aircraft safe, but no servicing or maintenance will be performed on the aircraft until released for troubleshooting by the team chief. No other maintenance will be performed until the impoundment team chief releases the aircraft for maintenance. During debriefing or later, if it is determined to impound the aircraft, the expediter will instruct all personnel to cease all servicing and maintenance. Further servicing or maintenance actions will be performed only when directed by the impoundment team chief. The impounded aircraft will be marked with a minimum of one sign stating "Aircraft Impounded." The sign or signs will be visible to the flight line expediter.

2.4. The Expediter will:

2.4.1. Contact the impoundment team chief and determine when the team will begin work.

2.4.2. Notify MOC that the aircraft has been impounded.

2.5. The Impoundment Team Chief will:

2.5.1. Ensure an entry is entered in the AFTO Form 781A, **Maintenance Discrepancy and Work Document**, and CAMS that reads: "Aircraft Impounded for See page ____ block _____. AFTO Form 781A to be reviewed for corrective action and release by the OG/CC, LG/CC or designated representative." The symbol in the discrepancy block will be a Red "X." The Impoundment Official's name will be entered in the AFTO Form 781A.

2.5.2. Make a thorough and searching investigation to discover the cause of the incident and direct the efforts of the specialists in the repair of the malfunction.

2.5.3. Work closely with the expediter for specialist and equipment assistance, daily progress will be reported to the expediter.

2.5.4. Be responsible for all necessary and required entries on the appropriate Air Force Technical Order (AFTO) forms to clear discrepancies resulting in impoundment.

2.5.5. Ensure that material deficiencies are reported IAW T.O. 00-35D-54 as required.

2.5.6. Upon finding the cause of the malfunction which resulted in aircraft impoundment, the team chief will notify the expediter of his findings, and advise that unrelated open discrepancies may be worked on the aircraft.

2.5.7. Upon completion of maintenance action to correct the discrepancy, the team chief will deliver the aircraft forms to the OG/CC, LG/CC or designated representative and brief him of the actions taken, who will clear the AFTO Form 781A entry for the impoundment and removal of the aircraft from impoundment status. A statement that the aircraft is removed from impoundment will be entered in the corrective action block. Also the impoundment entry in CAMS will be cleared. Personnel authorized to release an impoundment are OG/CC, LG/CC, Flight Test Officer, Senior NCO's as designated by the OG/CC or LG/CC and the Senior Maintenance Officer during a temporary duty (TDY). If no officer is available while TDY, the Senior Enlisted Maintenance NCO will release the impoundment.

2.6. Lost Tools. Team Chief - Quality Assurance Specialist, or as appointed by the LG/CC.

3. Equipment Procedures. The LG/CC or Senior Enlisted Maintenance NCO will designate the Impoundment Team Chief and normally be the only personnel authorized to impound an aircraft. During the absence of these personnel, the Senior NCO or Senior Quality Assurance Inspector will perform these duties. The individual who determines the need for impoundment will notify appropriate personnel.

3.1. Maintenance Operation Center (MOC) and Quality Assurance will be notified of all incidents involving equipment that may require impoundment.

3.2. If determined to impound, an oil sample will be taken if deemed necessary to determine contamination. No servicing or maintenance will be performed on the equipment until released for trouble-shooting by the team chief. No other maintenance will be performed until the impoundment team chief releases the equipment for maintenance. If it is determined to impound the equipment, the supervisor will instruct all personnel to cease all servicing and maintenance. Further servicing or maintenance actions will be performed only when directed by the impoundment team chief.

3.3. The Impoundment Team Chief will:

3.3.1. Ensure an entry is entered in the AFTO Form 244/245 and CAMS if used, that reads: "Equipment Impounded for See page ____ block _____. AFTO Form 244/245 to be reviewed for corrective action and release by the LG/CC or designated representative." The symbol in the discrepancy block will be a Red "X." The Impoundment Official's name will be entered in the AFTO Form 244/245.

3.3.2. Make a thorough and searching investigation to discover the cause of the incident and direct the efforts of the specialists in the repair of the malfunction.

3.3.3. Work closely with the supervisor for specialist and equipment assistance; daily progress will be reported to the supervisor.

3.3.4. Be responsible for all necessary and required entries on the appropriate AFTO forms to clear discrepancies resulting in impoundment.

3.3.5. Ensure that material deficiencies are reported IAW T.O. 00-35D-54 as required.

3.3.6. Upon finding the cause of the malfunction, which resulted in the equipment impoundment, the team chief will notify the supervisor of his findings, and advise that unrelated open discrepancies may be worked on the equipment.

3.3.7. Upon completion of maintenance action to correct the discrepancy, the team chief will deliver the equipment forms to the LG/CC or his designated representative and brief him of the

actions taken, who will clear the AFTO Form 244/245 entry for the impoundment and removal of the equipment from impoundment status. A statement that the equipment is removed from impoundment will be entered in the corrective action block. Also the impoundment entry in CAMS will be cleared.

3.3.8. Personnel authorized to release an impoundment are LG/CC, Senior NCO's as designated by the LG/CC and the Senior Maintenance Officer during a TDY. If no officer is available while TDY, the Senior Enlisted Maintenance NCO will release the impoundment.

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